DTG 060921132SZ

FROM: HQ USAF WASHINGTON DC//A3/5//

TO: HQ ACC LANGLEY AFB VA//CV//
HQ AETC RANDOLPH AFB TX//CV//
HQ AFSOC HURLBURT AFB FL//CV//
HQ AMC SCOTT AFB IL//CV//
HQ AFMC EGLIN AFB FL//CV//
HQ AFSPC PETERSON AFB CO//CV//
HQ USAFE RAMSTEIN AB GE//CV//
HQ PACAF HICKAM AFB HI//CV//
HQ AFRC ROBINS AFB GA//CV//
ANG WASHINGTON DC//CF//

INFO: HQ ACC LANGLEY AFB VA//A3//
HQ AETC RANDOLPH AFB TX//A3//
HQ AFSOC HURLBURT AFB FL//A3//
HQ AMC SCOTT AFB IL//A3//
HQ AFMC EGLIN AFB FL//A3//
HQ AFSPC PETERSON AFB CO//A3//
HQ USAFE RAMSTEIN AB GE//A3//
HQ PACAF HICKAM AFB HI//A3//
HQ AFRC ROBINS AFB GA//A3//
ANG WASHINGTON DC//A3//
HQ USAF WASHINGTON DC//A30//A30T//

SUBJECT: AVIATION FUEL CONSERVATION POLICY

1. INCREASING GLOBAL DEMAND AND UNCERTAINTY OF DEPENDABLE SUPPLY HAS HIGHLIGHTED PETROLEUM-BASED ENERGY AS A NATIONAL SECURITY ISSUE. AS THE LARGEST CONSUMER OF FUEL IN DOD, THE AIR FORCE MUST ENSURE THAT WE ARE GOOD STEWARDS OF THIS PRECIOUS RESOURCE. AVIATION OPERATIONS ACCOUNT FOR THE BULK OF THE FUEL USED BY THE AIR FORCE AND RISING ENERGY COSTS ARE CONSUMING A LARGER PERCENTAGE OF OUR ANNUAL BUDGET. HIGHER PRIORITY ON EFFICIENT USE OF FUEL AND ENERGY CONSERVATION MUST BE INCORPORATED INTO OUR STANDARD OPERATING PROCEDURES. INHERENT TENSIONS EXIST BETWEEN EFFECTIVE TRAINING, FUEL CONSERVATION, AND OPERATIONAL RISK BUT I BELIEVE THAT WE CAN OPTIMIZE MISSION EXECUTION WITH IMPROVED FUEL EFFICIENCIES. ENERGY AWARENESS MUST BE INTEGRATED INTO OUR OPERATIONS FROM POLICY GUIDANCE OF AIR FORCE INSTRUCTIONS TO FLIGHT PROCEDURES AT THE LOCAL LEVEL. OUR INITIAL TARGET IS TO REDUCE CONSUMPTION OF AVIATION FUEL BY 10 PERCENT ACROSS THE FYDP FY08-FY13. TO ACCOMPLISH THIS GOAL, INSTITUTIONAL CHANGES IN ENERGY POLICIES AND AVIATION OPERATIONAL PROCEDURES ARE REQUIRED. I AM ASKING MAJCOMS TO FOCUS ON THE FOLLOWING AREAS TO IDENTIFY EFFICIENCIES AND IMPLEMENT CHANGES AS REQUIRED.
2. SIMULATOR UTILIZATION. QUALITY SIMULATION CAN OFTEN PROVIDE HIGHER QUALITY TRAINING THAN TRAINING THAT IS ROUTINELY AVAILABLE IN AN AIRCRAFT.
2.A. REVIEW SIMULATOR UTILIZATION TO IDENTIFY EXCESS CAPACITY. MAJCOMS SHOULD TRACK TOTAL HOURS OF SIMULATOR CAPACITY AVAILABLE PER MONTH AND NUMBER OF HOURS USED FOR CONTINUATION TRAINING, UPGRADE TRAINING, MAINTENANCE TRAINING, OR OTHER SCHEDULED EVENTS.
2.B. IF EXCESS SIMULATOR CAPACITY EXISTS, IDENTIFY TRAINING CURRENTLY CONDUCTED IN THE AIRCRAFT THAT CAN REASONABLY BE ACCOMPLISHED IN THE SIMULATOR. CAPTURE FLYING HOUR SAVINGS ASSOCIATED WITH THIS ACTION.
2.C. TRACK SIMULATOR USAGE BY MDS BROKEN DOWN BY HOURS LOGGED AND NUMBER OF TRAINING EVENTS ACCOMPLISHED ON A QUARTERLY BASIS.

2.D. IDENTIFY LIMFACS THAT LIMIT/PROHIBIT MOVING ADDITIONAL TRAINING FROM THE AIRCRAFT TO THE SIMULATOR.
3. FUEL LOADS.
3.A. REVIEW CURRENT RAMP LOADS TO IDENTIFY POTENTIAL FUEL OPTIMIZATIONS. RAMP FUEL AND RECOVERY FUEL SHOULD BE TAILORED TO REDUCE AIRCRAFT GROSS WEIGHT WITHIN PARAMETERS OF SAFE MISSION ACCOMPLISHMENT AND TRAINING REQUIREMENTS.
4. TANKER SCHEDULING/NOTIFICATION.
4.A. REVIEW C2 AND FLIGHT FOLLOWING PROCEDURES TO ENSURE TANKER/ RECEIVER CANCELLATIONS ARE PASSED TO AFFECTED AIRCRAFT EXPEDITIOUSLY UPON CHANGE OF STATUS.
5. FLIGHT ROUTING.
5.A. REVIEW MISSION PLANNING AND AIRCRAFT ROUTING PROCEDURES FROM THE PERSPECTIVE OF FUEL EFFICIENCY. IMPLEMENT PROCEDURES TO CAPTURE POTENTIAL FUEL EFFICIENCIES SUCH AS MORE DIRECT ROUTING OR SHORTER DIP CLEARED ROUTING.
5.B. CONSIDER EN ROUTE FUEL STOPS AS AN ALTERNATIVE TO IN-FLIGHT REFUELING. THE COST PER GALLON OF FUEL DELIVERED VIA IN-FLIGHT REFUELING IS AN ORDER OF MAGNITUDE MORE EXPENSIVE THAN FUEL DELIVERED VIA GROUND REFUELING.
6. MAJCOMS WILL IMPLEMENT THE FOLLOWING ADMINISTRATIVE ACTIONS.
6.A. FUEL CONSERVATION POLICY WILL BE INCLUDED IN AFI 11-2 VOLUME 3 FOR EVERY MDS. PLACEMENT OF THE VERBIAGE WILL BE STANDARDIZED IN THE MISSION PLANNING, AIRCREW PROCEDURES, OR FUEL PLANNING CHAPTER DEPENDING ON MDS. IF THE CURRENT AFI 11-2 MDS, VOL 3 ADDRESSES THE CONTENT OF PARA 6.A.1 BELOW, AS A MINIMUM, THEN THE AFI HAS FULFILLED THE INTENT OF THE FUEL CONSERVATION POLICY. OTHERWISE, SUGGESTED VERBIAGE IS INCLUDED IN THE NEXT PARAGRAPH.
6.A.1. FUEL CONSERVATION. AIRCREW AND MISSION PLANNERS WILL MANAGE AVIATION FUEL AS A LIMITED COMMODITY AND PRECIOUS RESOURCE. FUEL OPTIMIZATION WILL BE CONSIDERED THROUGHOUT ALL PHASES OF MISSION PLANNING AND EXECUTION. EXCESSIVE RAMP AND RECOVERY FUEL ADDS TO AIRCRAFT GROSS WEIGHT AND INCREASES FUEL CONSUMPTION. DO NOT FERRY EXTRA FUEL BEYOND OPTIMUM REQUIREMENTS FOR SAFE MISSION ACCOMPLISHMENT AND TRAINING OBJECTIVES. AIRCREW AND MISSION PLANNERS WILL OPTIMIZE FLIGHT PLANS AND FLIGHT ROUTING FOR FUEL EFFICIENCY. IN-FLIGHT PROCEDURES SUCH AS CLIMB/DESCENT PROFILES AND POWER SETTINGS SHOULD ALSO BE CONSIDERED FOR EFFICIENT FUEL USAGE. AIRCREW SHOULD EMPLOY THE FOLLOWING AVIATION FUEL OPTIMIZATION MEASURES WITHOUT COMPROMISING FLIGHT SAFETY OR JEOPARDIZING MISSION/TRAINING ACCOMPLISHMENT:
A. OPTIMIZE FUEL LOADS. MISSION PLAN FOR THE REQUIRED RAMP AND RECOVERY FUEL. ENSURE RAMP FUEL IS CORRECT UPON ARRIVAL AT AIRCRAFT.
B. MINIMIZE USE OF APUS. USE GROUND POWER UNITS WHEN PRACTICAL.
D. DELAY ENGINE START TIME. ESTABLISH AND IMPLEMENT LOCAL ENGINES START TIME STANDARDS.
E. MINIMIZE AIRCRAFT WEIGHT THROUGH OPTIMIZED FUEL LOADS AND REDUCTION OF EQUIPMENT NOT NECESSARY TO ACCOMPLISH THE MISSION.
F. ESTABLISH C2 AND FLIGHT FOLLOWING PROCEDURES TO ENSURE TIMELY NOTIFICATION OF MISSION CHANGES/CANCELLATIONS TO AVOID UNNECESSARY OR UNPRODUCTIVE FLIGHT TIME.
7. FUEL CONSERVATION WILL BE AN INTEREST ITEM ON ALL AIRCREW EVALUATIONS. EVALUATORS WILL REINFORCE THE IMPORTANCE OF OPTIMIZING FUEL LOADS, START/TAXI PROCEDURES, AND FUEL EFFICIENT MISSION EXECUTION.
8. PROACTIVE CONSERVATION IS THE SMART APPROACH TO MITIGATING THE BURDEN OF RISING FUEL COSTS. SAVINGS AND COST AVOIDANCE WILL ENHANCE OUR COMBAT POWER BY ALLOWING THE AIR FORCE TO APPLY LIMITED RESOURCES TO OTHER CRITICAL REQUIREMENTS. THE ACTIONS WE TAKE, HOWEVER SMALL, WILL GO A LONG WAY TOWARD ENHANCING THE MISSION EFFECTIVENESS OF THE WORLD'S GREATEST AIR AND SPACE FORCE.
9. WE REQUEST AN UPDATE NLT 15 OCTOBER 2006 WITH YOUR PROPOSAL FOR MEETING THE GOALS OUTLINED IN THIS MESSAGE. SEND YOUR RESPONSE TO THE AF/A3/5

AVIATION ENERGY WORKING GROUP POC, LT COL JON OWENS, DSN 225-2986, JONATHAN.OWENS@PENTAGON.AF.MIL.